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|  | | NTSB ID: ANC03LA071 | | Aircraft Registration Number: N410GV | |
| | | Occurrence Date: 07/09/2003 | | Most Critical Injury: Serious | |
| | | Occurrence Type: Accident | | Investigated By: NTSB | |
| Location/Time | | | | | |
| Nearest City/Place Kotzebue | State AK | Zip Code 99752 | Local Time 0900 | Time Zone ADT | |
| Airport Proximity: Off Airport/Airstrip | | Distance From Landing Facility: | | Direction From Airport: | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer Cessna | | Model/Series 208B | | Type of Aircraft Airplane | |
| Sightseeing Flight: No | | | Air Medical Transport Flight: No | | |
| Narrative | | | | | |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 9, 2003, about 0900 Alaska daylight time, the captain of a Cessna 208B airplane, N410GV, was seriously injured when the airplane encountered turbulence during normal cruise flight, about 50 miles northwest of Kotzebue, Alaska. There was no damage to the airplane, which was being operated by Hageland Aviation Services Inc., Anchorage, Alaska, as a scheduled visual flight rules (VFR) passenger/cargo flight under Title 14, CFR Part 135 when the accident occurred. The first officer and the sole passenger were not injured. Visual meteorological conditions prevailed, and a company VFR flight plan was filed. The flight departed Kotzebue about 0830, and was bound for Point Hope, Alaska.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on July 9, the director of operations for the operator said that about 30 minutes after the airplane departed Kotzebue, the captain went to check the cargo, leaving the first officer to fly the airplane. He said while the pilot was out of his seat, the airplane encountered unforecast turbulence, and the captain fell, breaking his ankle. He said the first officer returned the flight to Kotzebue to seek medical attention for the captain.</p> | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |

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|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: ANC03LA071 | | | |
| | | Occurrence Date: 07/09/2003 | | | |
| | | Occurrence Type: Accident | | | |
| Landing Facility/Approach Information | | | | | |
| Airport Name | Airport ID: | Airport Elevation Ft. MSL | Runway Used | Runway Length | Runway Width |
| Runway Surface Type: | | | | | |
| Runway Surface Condition: | | | | | |
| Type Instrument Approach: NONE | | | | | |
| VFR Approach/Landing: None | | | | | |
| Aircraft Information | | | | | |
| Aircraft Manufacturer Cessna | | Model/Series 208B | | Serial Number 208B0632 | |
| Airworthiness Certificate(s): Normal | | | | | |
| Landing Gear Type: Tricycle | | | | | |
| Homebuilt Aircraft? No | Number of Seats: 10 | Certified Max Gross Wt. 8750 LBS | | Number of Engines: 1 | |
| Engine Type: Turbo Shaft | Engine Manufacturer: Pratt & Whitney Canada | | Model/Series: PT6A-114A | Rated Power: 675 HP | |
| - Aircraft Inspection Information | | | | | |
| Type of Last Inspection AAIP | Date of Last Inspection 07/16/2003 | Time Since Last Inspection Hours | | Airframe Total Time 8200 Hours | |
| - Emergency Locator Transmitter (ELT) Information | | | | | |
| ELT Installed? Yes | ELT Operated? No | ELT Aided in Locating Accident Site? No | | | |
| Owner/Operator Information | | | | | |
| Registered Aircraft Owner Gussic Ventures, LLC | | Street Address PO Box 220610 | | | |
| | | City Anchorage | State AK | Zip Code 99522 | |
| Operator of Aircraft HAGELAND AVIATION SERVICES INC | | Street Address PO Box 220610 | | | |
| | | City Anchorage | State AK | Zip Code 99522 | |
| Operator Does Business As: Hageland Aviation Services, Inc. | | | Operator Designator Code: EPUA | | |
| - Type of U.S. Certificate(s) Held: | | | | | |
| Air Carrier Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi | | | | | |
| Operating Certificate: | | | Operator Certificate: | | |
| Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter | | | | | |
| Type of Flight Operation Conducted: | | | | | |
| <div style="display: flex; justify-content: space-between;"> FACTUAL REPORT - AVIATION Page 2 </div> | | | | | |

|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: ANC03LA071 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--|------------------------|--|---------------|----------------------|-----------|---------------------|------------------------|-----------------------|-------|------------|--|------------|--------|------------------|------------|-----------|------------------|-----|-----|------|----|----|---|----|--|--|--|-----------------------|--|--|--|--|--|--|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|--|--------------|-----|-----|-----|--|--|--|--|--|--|--|--------------|----|----|----|--|--|--|--|--|--|--|---------------|--|--|--|--|--|--|--|--|--|--|
| | | Occurrence Date: 07/09/2003 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Occurrence Type: Accident | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First Pilot Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name | | City | | State | Date of Birth | Age | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| On File | | On File | | On File | On File | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sex: M | Seat Occupied: Left | Principal Profession: Civilian Pilot | | Certificate Number: On File | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificate(s): Flight Instructor; Commercial | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airplane Rating(s): Multi-engine Land; Single-engine Land | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rotorcraft/Glider/LTA: None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instrument Rating(s): Airplane | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type Rating/Endorsement for Accident/Incident Aircraft? Yes | | | | Current Biennial Flight Review? 04/19/2003 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Medical Cert.: Class 1 | | Medical Cert. Status: Valid Medical--no waivers/lim. | | Date of Last Medical Exam: 02/21/2003 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>800</td> <td>350</td> <td>1108</td> <td>42</td> <td>60</td> <td>5</td> <td>50</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>165</td> <td>165</td> <td>165</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>55</td> <td>55</td> <td>55</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | | | | | - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air | Actual | Simulated | Total Time | 800 | 350 | 1108 | 42 | 60 | 5 | 50 | | | | Pilot In Command(PIC) | | | | | | | | | | | Instructor | | | | | | | | | | | Last 90 Days | 165 | 165 | 165 | | | | | | | | Last 30 Days | 55 | 55 | 55 | | | | | | | | Last 24 Hours | | | | | | | | | | |
| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | | | | | | | Instrument | | | | | Rotorcraft | Glider | Lighter Than Air | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Actual | Simulated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Time | 800 | 350 | 1108 | 42 | 60 | 5 | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pilot In Command(PIC) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 90 Days | 165 | 165 | 165 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 30 Days | 55 | 55 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 24 Hours | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seatbelt Used? No | | Shoulder Harness Used? No | | Toxicology Performed? No | | Second Pilot? Yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Plan/Itinerary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Flight Plan Filed: Company VFR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Departure Point | | State | Airport Identifier | Departure Time | Time Zone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Same as Accident/Incident Location | | | PAQT | 0830 | ADT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Destination | | State | Airport Identifier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Point Hope | | AK | PAPO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Clearance: Traffic Advisory | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Airspace: Class G | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Source of Briefing: Flight Service Station; PATWAS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Method of Briefing: Aircraft Radio; Telephone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |


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|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: ANC03LA071 | | | |
| | | Occurrence Date: 07/09/2003 | | | |
| | | Occurrence Type: Accident | | | |

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|-----------------------------------|---------------------|--|--|---|---|
| Weather Information | | | | | |
| WOF ID | Observation Time | Time Zone | WOF Elevation <div style="text-align: right;">Ft. MSL</div> | WOF Distance From Accident Site <div style="text-align: right;">NM</div> | Direction From Accident Site <div style="text-align: right;">Deg. Mag.</div> |
| Sky/Lowest Cloud Condition: Clear | | | Ft. AGL | Condition of Light: Day | |
| Lowest Ceiling: None | | | Ft. AGL | Visibility: 10 SM | Altimeter: "Hg |
| Temperature: 8 °C | Dew Point: °C | Wind Direction: | | | Density Altitude: Ft. |
| Wind Speed: | Gusts: | Weather Conditions at Accident Site: Visual Conditions | | | |
| Visibility (RVR): Ft. | Visibility (RVV) SM | Intensity of Precipitation: | | | |
| Restrictions to Visibility: None | | | | | |
| Type of Precipitation: None | | | | | |

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|-----------------------------|-------|----------------|-------|--------------------|-------|
| Accident Information | | | | | |
| Aircraft Damage: | | Aircraft Fire: | | Aircraft Explosion | |
| Classification: | | | | | |
| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
| First Pilot | | 1 | | | 1 |
| Second Pilot | | | | 1 | 1 |
| Student Pilot | | | | | |
| Flight Instructor | | | | | |
| Check Pilot | | | | | |
| Flight Engineer | | | | | |
| Cabin Attendants | | | | | |
| Other Crew | | | | | |
| Passengers | | | | 1 | 1 |
| - TOTAL ABOARD - | | 1 | | 2 | 3 |
| Other Ground | | | | | |
| - GRAND TOTAL - | | 1 | | 2 | 3 |

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| FACTUAL REPORT - AVIATION | Page 4 |
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|  <p>National Transportation Safety Board</p> <p>FACTUAL REPORT</p> <p>AVIATION</p> | NTSB ID: ANC03LA071 | |
| | Occurrence Date: 07/09/2003 | |
| | Occurrence Type: Accident | |
| Administrative Information | | |
| <p>Investigator-In-Charge (IIC)</p> <p>Lawrence R. Lewis</p> | | |
| <p>Additional Persons Participating in This Accident/Incident Investigation:</p> <p>Bruce R Walker Aviation Safety Inspector FAA Anchorage FSDO-03 4510 W International Airport Road Anchorage, AK 99502</p> | | |
| <p>FACTUAL REPORT - AVIATION</p> <p>Page 5</p> | | |